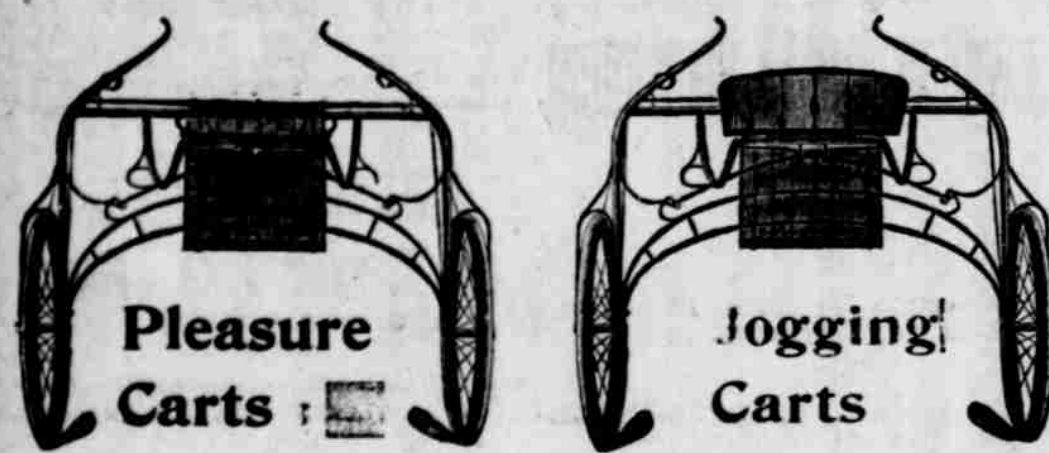


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Mortar Stains,

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Standard Biscuit Co.

Paper and Paper Bags,
Boltz Clymer & Co's Cigars.

HAWAIIAN TRADING CO., Ltd

50 FORT STREET, LOVE BUILDING.



Six days and three hours is pretty fast time from San Francisco for a boat which does not pretend to be anything of a flyer, and yet that was the time in which the Alameda came down from the Coast.

The good ship arrived yesterday morning with sixty-six passengers for Honolulu in her cabin, to say nothing of sixty-three cabin passengers bound for the Colonies. She had a very large cargo, too, and putting everything together she quite surpassed herself in more ways than one on this her latest trip.

The Alameda was delayed in getting away by a heavy fog near the Golden Gate. She left San Francisco at midnight of October 31st and poked her nose almost immediately into a heavy fog. She stuck in the fog bank until after daylight of November 1st, leaving the light-ship at 8 o'clock and dropping the pilot at 9 o'clock. The following is a list of the passengers, for this port, which arrived on the Alameda:

A. H. Afong, Miss T. Bouquet, Geo. J. Campbell, D. H. Case, wife and two children; H. Conlin, Mrs. D. Dorwood and son, J. I. Downing and wife, Mrs. W. J. Dyer and child, Mrs. W. J. England, W. W. Goodale, F. D. Green, W. J. Greig, Miss P. Hickman, F. L. Hoogs, Mrs. W. L. Hopper, Miss Hopper, H. Hudson and wife, M. Hyman, W. F. Johnston, H. C. Kellogg, wife and four children, Thos. Keogh, J. S. Kennedy, F. S. Knight and wife, T. R. Lucas, Mrs. W. Monsarratt and child, Miss M. R. Morris, E. N. W. Nielsen, Mrs. P. J. O'Donnell and infant, Miss Thelma Parker, Mrs. Peterson and child, Mrs. M. F. Poinsett, Mrs. C. F. Reynolds, Miss Reynolds, Mrs. A. Rifenberg, Dr. W. G. Rogers, R. Ryder, A. Schierholtz and wife, Gus Schneider, J. H. Soper and wife, C. Spohler, R. C. Stackable, L. T. Tan, Jean Valjean, E. J. Walker and wife, Miss A. Walton, Miss M. A. Wernli.

C. Horgan, late first assistant engineer on the steamer Alameda, has been promoted to chief engineer, succeeding A. D. Little, who has been appointed chief of the Oceanic Company's new steamer Sonoma. J. Flynn has been promoted from second assistant to first assistant on the Alameda, and C. Tierney, late of the steamer State of California, has been appointed second assistant engineer.

LITTLE SCHOONER'S VOYAGE.

George William Metcalfe, a young Englishman, who came from Guam as second mate of the brig John D. Spreckels, says the San Francisco Chronicle, distinguished himself by sailing in a little ten-ton kedge schooner from Sydney to Guam, accompanied by a companion. The schooner was named the Frolic and carried fifteen tons of freight for Ponipa, in the Caroline group, which had been left behind by a larger vessel. The Frolic was like a cork on the water, and on several occasions was blown far out of her course by gales, while heavy seas threatened many times to swamp her. The 2,000-mile voyage to Ponipa was finally completed, however, and the arrival of the tiny vessel so surprised the natives that the German Governor of the island personally went on board to inspect the log, not believing that she had made the trip from Sydney alone. Young Captain Metcalfe afterwards sailed in the Frolic to Rota, Sipan and Guam, Metcalfe leaving her at the last named place and taking the berth of second mate in the Spreckels. He reports that English sailors lately established at Ponipa by an Englishman named Armstrong is fast getting the native trade away from the Germans and Spanish.

AUSTRALIA SAILS FOR TAHITI.

SAN FRANCISCO, Oct. 31.—Tomorrow afternoon at 4 o'clock the Oceanic Company's steamer Australia will sail on her first trip for Tahiti, under contract with the French Government that provides for a round trip every thirty-three days. Quite a number of passengers have been booked for the voyage. James Barry, who for years has been second steward of the Australia, goes out as chief steward, having been appointed to succeed Joseph Seeley, who, at his own request, has been transferred to the steamer Zealandia in order to remain on the regular run to Honolulu.

NO NEWS OF WACHUSETT.

SAN FRANCISCO, Oct. 29.—No news concerning the American ship Wachusett was brought by the steamer Gaelic, arriving yesterday from Honolulu, and in consequence the hope of the ship ever arriving at her destination is even less than before. The Wachusett is now 158 days from Newcastle, N. S. W., for Kahului, and 90 per cent reinsurance is offered upon her. W. E. Mitchell, her principal owner, has not, however, entirely despaired of the ship's arrival at the Islands. Unless fire has overtaken her, he thinks she may yet be heard from.

BERGENHUS DUE.

SAN FRANCISCO, Oct. 29.—Early this week the steamer Bergenhus of the California and Oriental line will arrive from China, Japan and Honolulu, via San Diego. Besides the freight she is bringing for the latter port, to be forwarded east over the Santa Fe road, the Bergenhus is reported to have a large quantity of freight for this city.

BARK ALEX McNEIL SAFE.

SAN FRANCISCO, Oct. 30.—A cablegram was received yesterday by James Brown, owner of the bark Alex McNeil, stating that she had arrived at her destination, Fremantle, West Australia. The bark sailed from Puget Sound 180 days ago with a cargo of lumber, and was long ago posted as overdue, 60 per cent of reinsurance being quoted upon her. The cablegram to the owner stated that the deckload of lumber carried by the McNeil had been thrown overboard and that the rudder had been lost, which indicates that the bark had been in severe stress on account of bad weather. No further details of her unusually long voyage are, however, at present obtainable.

Another overdue vessel, the French bark Bretagne, has been taken from the bulletin board at the Merchants' Exchange. Word was received yesterday that the British ship Maxwell had arrived on October 28th with the crew of the Bretagne, who had been picked up by the Maxwell on August 16th, after they had been compelled to abandon the Bretagne on account of the loss of her rudder and all the sails.

This happened off Cape Horn, where the bark labored long and hopelessly against the gales and tremendous seas. The Bretagne was a steel vessel, only two years old, and was built in France. She was commanded by Captain Guillon, brother of the owner. At the time she was abandoned the vessel was bound from Antwerp to San Francisco with a general cargo.

SAN FRANCISCO, Oct. 30.—The bark St. Katherine cleared yesterday for Honolulu with merchandise.

The large steamer Norman Isles, which recently arrived from the Orient with a cargo of Java sugar, has sailed for Comox for a cargo of coal, under charter to Spreckels Bros. & Co.

The wreck of the schooner Five Brothers, which went ashore at Double point a few days ago, will be sold at auction at the Merchants' Exchange.

SAN FRANCISCO, Oct. 28.—No more German transports are left in the bay, the Verona, the last of the fleet, having sailed yesterday in ballast for Tsin Tau, China, where a good charter is said to await her.

The steamer Albion will sail for Honolulu as soon as a refrigerator can be placed in her.

A lighter load of railroad iron brought from New York by the iron bark Kaulani was taken to Benicia yesterday.

No more trips will be made to Guam by the brig John D. Spreckels at least for some time. The vessel went to Oakland creek yesterday to lay up for two months.

SAN FRANCISCO, Oct. 31.—Tomorrow the Pacific Mail steamer Acadia will be due from Panama and way ports, and the California and Oriental steamer Bergenhus will be due from Hongkong, via Yokohama, Honolulu and San Diego. The steamer Carmarthenshire of the same line has sailed from Kutchinoty, Japan, for this port with a large cargo of Oriental freight.

A board of survey, consisting of Captain Louis Turner, Lieutenant Harlowe and Lieutenant Peterson, has been appointed by Governor Gage to investigate the amount of damage sustained by the Naval Reserve steamer Marion in the recent collision between that vessel and the United States steamer Ranger. The latter vessel dragged her anchors and drifted against the Marion, carrying away some of the rigging and smashing two or three of the Marion's boats.

The Spreckels tug Luckenbach has not yet been placed in commission, nor has her master been named. She is being thoroughly cleaned and painted.

Capt. A. N. Hall of the steamer Walla Walla, which arrived yesterday morning from Victoria and Puget Sound ports, reports that on October 27th, at 4:30 p. m., his vessel spoke the four-masted schooner A. J. West, in latitude 47 degrees 33 minutes north, flying signals of distress. She was under only a portion of her fore stay-sail. The schooner's flag was union down. Without delay the Walla Walla changed her course in order to approach the West, when Captain Hall made out the words, "Short of floor," displayed on a large board held up by some of the schooner's crew. The vessels were a short distance south of Cape Flattery at the time, and such a high sea was running, accompanied by a strong southwest wind, that it was impossible to launch the steamer's small boats. As the United States Fish Commission steamer Albatross was near by Captain Hall signalled her that the West was short of provisions, receiving a reply from the Albatross that she would stand by the schooner and give the desired aid. The Walla Walla then resumed her voyage. On account of the rough sea the Albatross probably had to wait some hours before she could replenish the schooner's larder. The West has been out fifty-one days from Santa Rosalia for Gray's Harbor. Her master, Captain Olivie, has been commander of the schooner only a short time.

Notice to Shipmasters.

U. S. Branch Hydrographic Office, San Francisco, Cal.

By communicating with the Branch Hydrographic Office in San Francisco, captains of vessels who will co-operate with the Hydrographic Office by recording the meteorological observations suggested by the office, can have forwarded to them at any desired port, and free of expense, the monthly pilot charts of the North Pacific Ocean, and the latest information regarding the danger to navigation in the waters which they frequent.

Mariners are requested to report to the office dangers discovered, or any other information which can be utilized for correcting charts or sailing directions, or in the publication of the pilot charts of the North Pacific.

C. G. CALKINS, Lieut.-Comdr., U. S. N., in Charge.

Nature's Provision For Man.

When Nature designed man she provided ample things for his preservation. Man was intended to live and be healthy on vegetation; that was the natural way. The only way to be healthy or to regain lost health is by using nature's remedy and great blood purifier—Kickapoo Indian Sagwa. This is the great Indian remedy, taken direct from nature's unerring laboratory. It is made of simple herbs, roots and barks, and always acts naturally. It searches out the disease; finds the cause of it; slays it, and restores the body to a normally healthy condition. If your liver is sluggish, if you feel dull, drowsy, or inactive; if your heart doesn't pump right, palpitates, thumps, sometimes vigorously; and sometimes faintly; if your bowels are inactive, or overactive; if your stomach fails you; if your kidneys fail to act naturally; there is still help for you if you will take Kickapoo Indian Sagwa. You must act quickly. Disease is progressive; you must stop it at once. Kickapoo Indian Sagwa will do it. Hobron Drug Co., agents for Kickapoo Indian Remedies.

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Soft, silky, glossy, abundant, beautiful, elegant, splendid, handsome—you can't find words to describe a magnificent head of hair. Is this the kind of hair you have?

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'Twill make you have long, rich, abundant hair, and it will stop falling of the hair, too. Ayer's Hair Vigor always restores color. You can depend upon it every time. It brings back all the rich, dark color you had when you were young. If you are 30, there is no need of looking as if you were 50 just because your hair is gray.

And you will like our Hair Vigor, also, as a hair dressing; while it forms a valuable addition to any toilet table because of the elegant way in which it is put up.

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You will be astonished at the difference from former prices, absolutely on a par with New York; and we want you to compare and satisfy yourself as to the truth of this before making your purchases.

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